

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: CSSTP-0006-00(860) Clayton **OFFICE:** Engineering Services
P.I. No.: 0006860
Widening of Godby Road **DATE:** October 21, 2011

FROM: Ronald E. Wishon, State Project Review Engineer *REW*

TO: Bobby K. Hilliard, PE, State Program Delivery Engineer
Attn.: Karyn Matthews

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES


The VE Study for the above project was held August 29-September 1, 2011. Responses were received on October 21, 2011. Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. The Project Manager shall incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT #	Description	Potential Savings/LCC	Implement	Comments
A-4	Reduce the median width from 20 feet to 16 feet	\$217,000	No	The majority of the project has turn lanes with only a narrow (4 ft) raised median separating EB from WB through lanes and turn lanes. The current design accommodates drainage through the curves. The 20 ft raised section is a continuation of the existing 4 lane roadway extending through Phoenix Boulevard and Forest Parkway. Redesign would negate over half the savings and delay the project by 8 months.
A-5	Reduce the outside shoulder width from 12 feet to 10 feet	\$190,000	No	The proposed 2 ft grass strip is a continuation of the existing 4 lane section extending through Phoenix Boulevard and Forest Parkway. The proposed savings is entirely right of way costs. Clayton County is purchasing and funding the right of way for this project. Redesign would negate half the savings and delay the project by 3 months.

A-10	Shift the roadway alignment (Sta. 107+00 to Sta. 110+00) to avoid four displacements on the south side of the roadway	\$488,000	No	The redesign of the roadway in the area of the relocations would require horizontal curve realignment and vertical curve modifications. The VE Team incorrectly located a PVI at Sta. 113+00. With the PVI correctly located at Sta. 112+00, the profile grade would be almost 4 feet above the current intersection. This would create the need to redesign the vertical alignment of the side street and create additional ROW impacts on those properties. Relocation costs would not be eliminated as proposed by the VE Team; additional "costs to cure" would be created. This recommendation would require the redesign of 60% of the total project due to the length of the curves and the required super elevation runoff lengths. Redesign would negate three quarters of the savings and delay the project by 12 months.
B-1	Construct a 5-lane section in lieu of a divided 4-lane roadway section	\$321,000	No	Several parcels along this corridor are prime candidates for redevelopment initiatives in the future and a raised median would contribute to access management. The current design is a continuation of the existing 4 lane section extending through Phoenix Boulevard and Forest Parkway. The majority of the proposed savings is right of way costs. Clayton County is purchasing and funding the right of way for this project. Redesign would negate almost half the savings and delay the project by 8 months.

B-3	Reduce the width of the through travel lanes from 12 feet to 11 feet	\$244,000	No	During operation of Clayton County's previous transit system, this area of the county experienced some of the highest ridership demand. Currently, Clayton County is in the beginning planning stages of a new bus transit system and it is anticipated that this roadway section will be a strong candidate for service. Redesign would negate half the savings and delay the project by 5 months.
B-3.1	Reduce the inside travel lane width from 12 feet to 11 feet	\$122,000	No	During operation of Clayton County's previous transit system, this area of the county experienced some of the highest ridership demand. Currently, Clayton County is in the beginning planning stages of a new bus transit system and it is anticipated that this roadway section will be a strong candidate for service. Redesign would negate half the savings and delay the project by 5 months.
B-5	Revise alignment at the Southampton Road intersection to eliminate reverse curve	\$68,000	No	The current design provides more efficient operation of the intersection when considering turning vehicles as opposed to the more skewed intersection proposed by the VE Team. The area where the additional right of way is proposed encompasses the UST remediation equipment. The current status of the remediation is unknown and will require additional investigation to determine the suitability for acquisition without incurring any liability. Redesign costs would exceed the savings and delay the project by 3 months.

The Office of Engineering Services concurs with the Project Manager's responses.

Approved:  Date: 10/24/11
Gerald M. Ross, PE, Chief Engineer

REW/LLM

Attachments

c: Russell McMurry
Bobby Hilliard/Mike Haithcock/Karyn Matthews
Bobby Dollar
Lee Upkins
Ken Werho
Lisa Myers
Matt Sanders

INTERDEPARTMENTAL CORRESPONDENCE

cc: Russell McMurray, Director of Engineering



Clayton County Transportation & Development

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DIVISIONS
Administration
Engineering Services
Landfill
Public Works
Traffic Engineering

Jeff Metarko, Director
Keith Rohling, Assistant Director

October 18, 2011

Karyn M. Matthews, P.E.
Project Manager
Georgia Department of Transportation
600 W. Peachtree, 25th floor
Atlanta, Georgia 30308

RE: Response to Value Engineering Study Alternatives – CSSTP-0006-00(860),
PI NO. 0006860; Godby Road Widening and Reconstruction

Dear: Ms. Matthews:

Clayton County staff and the design consultant have developed the following responses to the Value Engineering Study Recommendations. As you are aware the timing of the Value Engineering Study for Godby Road has taken place at a non-traditional phase of the project. Currently the Godby Road project is actively in the right of way acquisition phase having significantly completed the design and environmental phases. Also, this project has experienced delays associated with various coordination activities and a very lengthy environmental process. Due to the current stage of the project any significant modifications would require additional redesign activities along with essentially halting any further right of way acquisition tasks until impacts are known and parcels are reappraised. Since Clayton County is responsible for design and right of way, the County will have to appropriate additional funding to address any modifications.

- 1) Idea A-4: Reduce the width of the raised concrete median from 20 to 16 feet.
VE Team Savings: \$ 217,000

No, will not implement. The majority of the project has turn lanes with only a narrow (4' when excluding gutter) raised median separating the east from the west bound through lanes and turn lanes. The current design provides for drainage accommodations through the curves. Due to the multiple curves associated with the roadway alignment along with the number and location of existing driveways, maintaining an acceptable gutter spread may be a challenge. Additionally several parcels along this corridor are prime candidates for redevelopment initiatives in the future and a raised median typical section would contribute to access management.

The 20' raised section is a continuation of the existing four lane roadway section extending through Phoenix Boulevard and Forest Parkway. The savings identified in the VE study are predominately right of way costs.

Consultant redesign fees will exceed \$110,000 including the concept report revision and will delay project schedule by 8 months. Clayton County is purchasing and funding 100% of the right of way.

- 2) Idea A-5: Reduce the width of the outside shoulders from 12 to 10 feet.
VE Team Savings: \$ 190,000

No, will not implement. The project has been designed such that the urban shoulder section eclipsed clear zone. The 2' grass strip is a continuation of the existing four lane roadway section extending through Phoenix Boulevard and Forest Parkway. The savings identified in the VE study are entirely right of way costs. Consultant redesign fees will exceed \$80,000 including the concept report revision and will delay project schedule by 3 months. Clayton County is purchasing and funding 100% of the right of way.

- 3) Idea A-10: Shift the roadway alignment (Station 107-110) to avoid four displacements on the south side of the roadway.
VE Team Savings: \$ 488,000

No, will not implement. The redesign of the roadway in the area of the relocations included two parts, horizontal curve realignment and vertical curve modifications. Shifting the horizontal curve as proposed provides additional distance from the centerline of the roadway ranging from 5.73 feet to 14.61 feet. The vertical alignment proposed does not accommodate the intersection at the Roses of Picardy intersection. The study also indicates that there is a PVI at Sta. 113+00, this is not the case. With the PVI at Sta. 112+00, the profile grade will be 3.68 feet above the current intersection (see attached diagram from the report with the errors noted. This will create the need to redesign the vertical alignment of the side street and thus create additional right of way impacts on those properties. With that said, the proposed profile design was emulated using the logic proposed in the report by shifting the proposed PI to a point west of the intersection. This however, created a grade of 9.87% which is well over the maximum grade specified for this project. Therefore, a design implementing the horizontal curve adjustments was begun. A sample cross section is attached showing the building line and the revised roadway. As you can see, a 2:1 slope would still require the removal of the building. Therefore, in order to construct this design, retaining walls within 6 feet of the buildings would need to be included. Retaining walls would create access issues for the property owners. Access could be granted with cut outs in the retaining walls for the driveways; however this would create hazards within the clear zone that could not be mitigated. The assumption with this idea is that the \$500,000 in relocation costs would be eliminated. However, when design issues are investigated, and right of way consultants review the new design, it has been determined that there would be "cost to cure" expenses in excess of \$160,000 while the property could be considered consequential displacements. The parking on the opposite side of the road would also be impacted with this shift in alignment creating additional costs due to damages.

This idea will essentially require the redesign of approximately 60% of the total project due to the length of the curves in question along with the required super elevation runoff lengths. Consultant redesign fees will exceed \$305,000 including the concept report revision and will delay project schedule by 12 months. Clayton County is purchasing and funding 100% of the right of way.

- 4) Idea B-1: Construct a five lane section in lieu of a divided four lane section.
VE Team Savings: \$ 321,000

No, will not implement. The current design is a continuation of the existing four lane divided roadway section extending through Phoenix Boulevard and Forest Parkway. Additionally several parcels along this corridor are prime candidates for redevelopment initiatives in the future and a raised median typical section would contribute to access management. The majority of the savings identified in the VE study are right of way costs (\$256,905). Consultant redesign fees will exceed \$160,000 including the concept report revision and will delay project schedule by 8 months. Clayton County is purchasing and funding 100%.

- 5) Idea B-3: Reduce the through travel lanes from 12 to 11 feet.
VE Team Savings: \$ 244,000

No, will not implement. During operation of Clayton County's previous bus transit system, this area of the county experienced some of the highest ridership demand. Currently Clayton County is in the beginning planning stages of a new bus transit system and it is anticipated that this roadway section will be a strong candidate for service. The majority of the savings identified in the VE study are right of way costs (\$189,954). Consultant redesign fees will exceed \$125,000 including the concept report revision and will delay project schedule by 5 months. Clayton County is purchasing and funding 100% of the right of way.

- 6) Idea B-3.1: Reduce the inside travel lanes from 12 to 11 feet.
VE Team Savings: \$ 122,000

No, will not implement. During operation of Clayton County's previous bus transit system, this area of the county experienced some of the highest ridership demand. Currently Clayton County is in the beginning planning stages of a new bus transit system and it is anticipated that this roadway section will be a strong candidate for service. The majority of the savings identified in the VE study are right of way costs (\$189,954). Consultant redesign fees will exceed \$125,000 including the concept report revision and will delay project schedule by 5 months. Clayton County is purchasing and funding 100% of the right of way.

- 7) Idea B-5: Revise the alignment of the South Hampton Road Intersection.
VE Team Savings: \$ 68,000

No, will not implement. The current design provides more efficient operation of the intersection when considering the turning vehicles as opposed to the more skewed intersection proposed. Consultant redesign fees will exceed \$121,000

and will delay project schedule by 3 months. Clayton County is funding the design. This idea will produce a negative return on investment.

Furthermore, the area where the additional right of way is proposed encompasses the UST remediation equipment. The current status of the remediation is unknown and will require additional investigation to determine the suitability for acquisition without incurring any liability.

I appreciate the opportunity to respond to the Value Engineering Study's recommendations. As you can see by the responses, I am concerned about the implementation of such significant modifications at the advanced stage in the plan development process of this project. My concerns stem from the impacts to the project schedule with the additional design and Right of Way efforts and the additional cost to Clayton County.

If you should have any questions or would like to discuss this project further, please contact me at your convenience.

Sincerely,

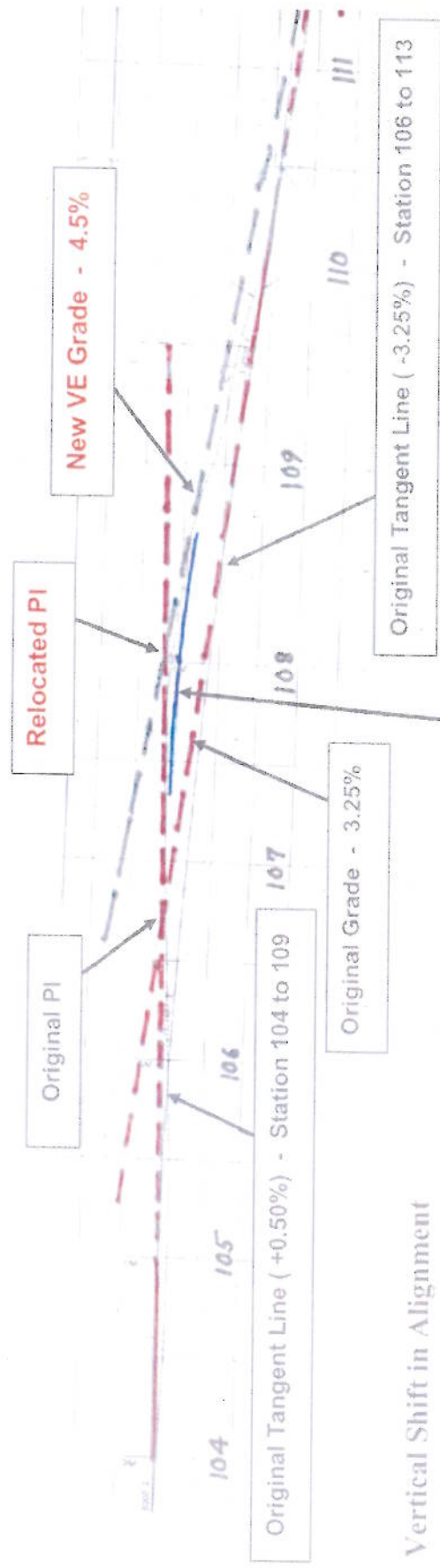
A handwritten signature in blue ink, appearing to read "Jeff Metarko", written over the word "Sincerely,".

Jeff Metarko,
Director

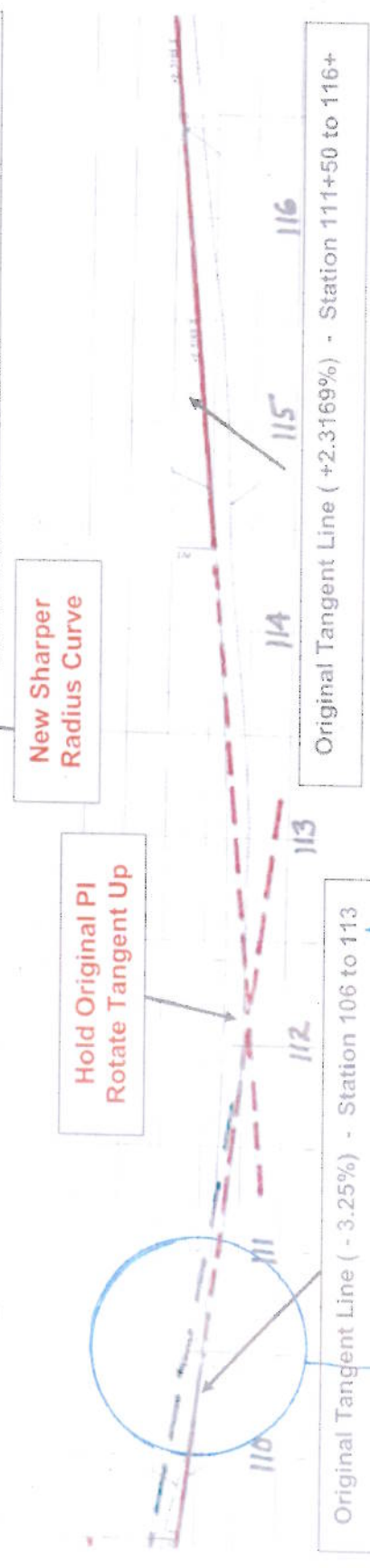
Attachments

JCM/kbr

CC: Birdel Jackson

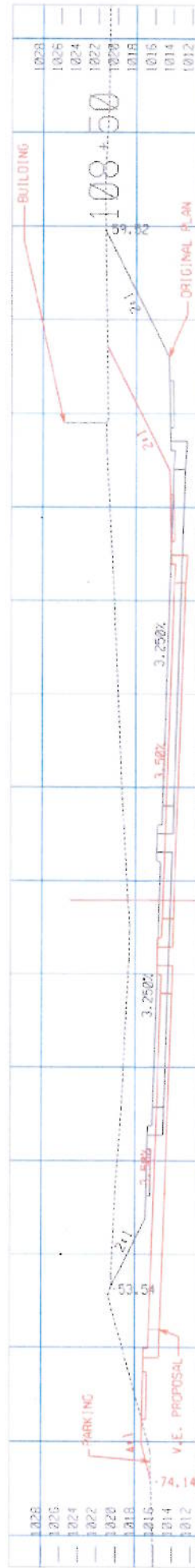


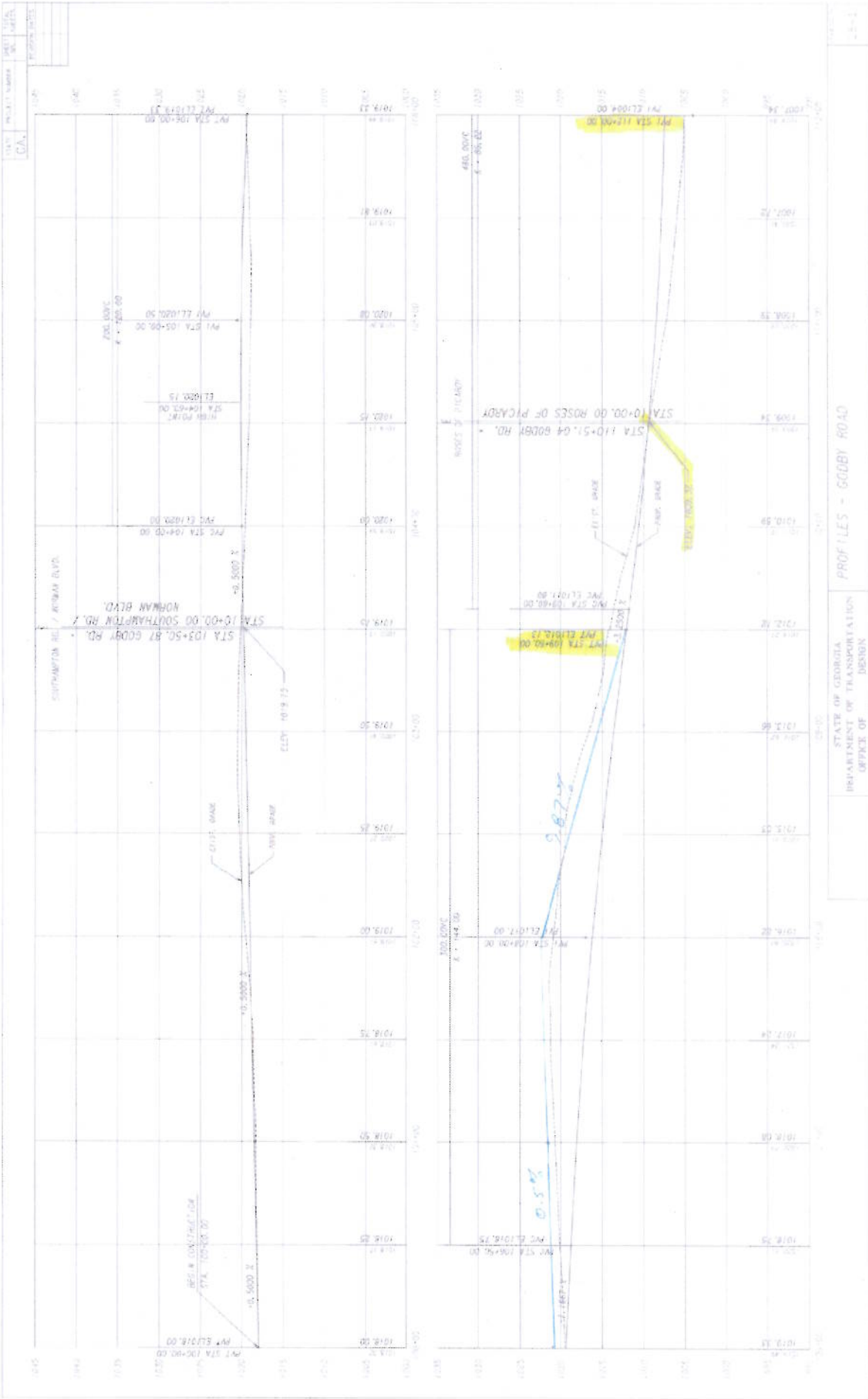
Vertical Shift in Alignment



RAISES GRADE AT INTERSECTION WITH ROSTS OF PIERBY 3.68 FT.

112+00
ELEV. 1004.00





CR 253/GODBY ROAD FROM CR 246/SOUTH HAMPTON ROAD TO SR 314

BASE START	BASE FINISH	LATE START	LATE FINISH	TASKS	ACTUAL START	ACTUAL FINISH	%
				Concept Development Concept Meeting PM Submitt Concept Report Submitt Concept Review and Comments Management Concept Approval Complete Value Engineering Study Public Information Open House Held Environmental Approval Field Surveys/SDE Preliminary Plans Underground Storage Tanks PFPR Inspection R/W Plans Preparation R/W Plans Final Approval L & D Approval R/W Authorization Stake R/W Soil Survey Final Design FFPR Inspection Submit FFPR Responses (OES)	3/29/2005 11/14/2005 4/21/2006 4/28/2006 4/28/2006 4/21/2011 11/30/2006 10/5/2007 4/15/2006 12/1/2006 1/5/2011 11/17/2009 11/18/2009 8/24/2010 5/20/2011 8/5/2011 7/13/2007 11/18/2009	5/4/2006 11/14/2005 4/21/2006 4/28/2006 5/4/2006 4/21/2011 11/30/2006 6/23/2009 9/10/2006 9/11/2009 3/7/2011 11/17/2009 8/10/2010 12/21/2010 5/20/2011 8/5/2011 4/17/2009	100 100 100 100 100 67 100 100 100 100 100 100 100 100 100 100 39 0 0
2/4/2010	6/16/2010						
3/4/2010	5/4/2010						
2/5/2010	2/9/2010						
5/12/2010	5/25/2010						
9/1/2010	9/28/2010	3/26/2012	4/20/2012				
5/26/2010	7/12/2011		8/31/2012				
8/3/2011	8/4/2011	9/24/2012	9/25/2012				
8/18/2011	8/31/2011	10/9/2012	10/22/2012				

PROGRAMMED FUNDS						
Activity	Approved	Proposed	Cost	Fund	Status	Date Auth
PE	2011	2011	25,000.00	LHIP	AUTHORIZED	11/16/2010
PE	LOCL	LOCL	486,062.22	LOC	AUTHORIZED	11/16/2010
ROW	LOCL	LOCL	3,570,000.00	LOC	AUTHORIZED	
UTL	2012	2012	1,109,212.50	L230	PRECST	
CST	2012	2012	2,956,357.09	L230	PRECST	

STIP AMOUNTS			
Activity	Amount	Date	Fund
PE	\$25,000.00	5/6/2009	LHIP
PE	\$486,062.22	5/6/2009	LOC
ROW	\$3,570,000.00	6/4/2010	LOC
UTL	\$1,109,212.50	9/30/2008	L230
CST	\$2,956,357.09	8/29/2011	L230

District Comments	
FY12 CST - HIGH RISK, late VE study & high # of parcels ROW NTP late: 8/5/2011 - (5-24-10) PCRPF approved 5/14/10 MLD June 2012 CST	

<p>Bridge: NO BRIDGE REQUIRED</p> <p>Design: Widening to four lanes, 20' median, 12' urban shldr, sign</p> <p>EIS: CE16.23.09) OnSchedule-June2012etDolar 05.25.11</p> <p>LGPA: PMA SGN CLAYTON DO PE & ROW 6-6-05.</p> <p>Planning: PE-Oversight</p> <p>Programming: PROGRAMMED AT THE REQUEST OF ARC - FY05(JN-HOUSE PE ADDED \$25K 2-11-2010</p> <p>ROW: R/W Acq. Contract exc Loc Date 9/23/2010; Exe GDOT date 10/20/2010</p> <p>Traffic Op: R/C. SEND CONSLT PLANS4REVIEW 9-28-05 \$71PFPRsent10/29/09\$W/R</p> <p>UST: BL,PH 2 study approved by OMR; 3-7-2011</p> <p>Utility: YPF: OCD SUE; Need info from locals 08/11</p> <p>EMG: RECS7/REHAB (WIDENING); PE BY COUNTY</p> <p>Enggr Services: VE Held: Aug 29-Sept 1, 2011</p>
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Prel. Parcel CT:	44	Total Parcel in ROW System:	48	Cond. Filed:	0	Acquired by:	LOC	DEEDS CT:	0
Under Review:	4	Options - Pending:	0	Relocations:	4	Acquisition MGR:	Washington, Linda (LOC)		
Released:	0	Condemnations- Pend:	0	Acquired:	0	R/W Cert Date:			